

COUNTY OF SACRAMENTO  
OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW  
NOTICE OF PREPARATION

**SEPTEMBER 14, 2020**

**TO: ALL INTERESTED PARTIES**

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR SACRAMENTO INTERNATIONAL AIRPORT (SMF) MASTER PLAN UPDATE (PLER2020-00037)**

Sacramento County will be the CEQA Lead Agency for preparation of a Supplemental Environmental Impact Report (SEIR) for a project known as Sacramento International Airport Master Plan Update (MPU). The SEIR will supplement the Final EIR certified in August 2007 for the Sacramento International Airport Master Plan (County control number: 2004-DAE-0018; State Clearinghouse number: 2005082017). This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

The current project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at:

<https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLER2020-00037>

The Final EIR for the Sacramento International Airport Master Plan may also be viewed online at:

<https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=2004-0018>

A scoping meeting will be held on October 6, 2020, from 9:30 to 11:30am. The meeting will be held virtually via the County's BlueJeans platform: <https://bluejeans.com/573119530> Meeting ID 573119530

Please send your Agency's response to this Notice to:

Todd Smith, Interim Environmental Coordinator  
Office of Planning and Environmental Review  
827 7<sup>th</sup> Street, Room 225, Sacramento, CA 95814

or via e-mail at: [CEQA@saccounty.net](mailto:CEQA@saccounty.net).

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Alison Little, Project Manager, at (916) 874-8620 or [littlea@saccounty.net](mailto:littlea@saccounty.net) for further information.

**PROJECT TITLE: SACRAMENTO INTERNATIONAL AIRPORT MASTER PLAN UPDATE**

**CONTROL NUMBER: PLER2020-00037**

**PROJECT PROPONENT(S):**

Owner/Applicant: Sacramento County Department of Airports (SCDA)

**PROJECT DESCRIPTION AND LOCATION:**

Project Description

The Sacramento County Department of Airports has recently completed a review of the existing Master Plan (2007) for the Sacramento International Airport (SMF) (reference Plate NOP-2 for the existing Master Plan exhibit). The current project looks at a development and operation horizon of 20 years (2020 through 2040). The update largely consists of revisions to proposed airport projects and facilities based on revised aviation forecasts. The update looks at previously identified projects and projected growth at SMF. Many of the updates center on the timing of the project (planning phase) along with minor changes to locations and size of facilities. A direct comparison of the Master Plan and MPU facilities and planning phasing are presented in Table NOP-1 and MPU exhibits are presented in Plates NOP-3 through 6; notable changes are highlighted below:

- Removal of the third runway and taxiway system;
- Relocating the economy parking lot from south of I-5 to north of I-5, east of Airport Boulevard;
- Changing the economy parking lot south of I-5 to commercial uses and moving it to PAL 4 (2033-2038);
- Changing the location of Elkhorn Boulevard extension;
- Revising the acreage, location and phasing of the commercial development proposed north of I-5; and
- Movement of the new cargo building and apron from the southwest side to the north airfield, east of Runway 16R and increasing the size from 226k thousand square feet (kft<sup>2</sup>) to 950kft<sup>2</sup>.
  - The Cargo Facility is comprised of three buildings (sortation building, a ground crew building, and an equipment maintenance building), associated parking, and a taxilane on 192 acres on the north side of the airport (Plate NOP-7). As shown on the conceptual plan, the three buildings would total 950,000 square feet, have 13 aircraft parking spaced, 1,314 parking spaces, and 343 trailer parking spaces. Access to the project site is provided on Earhart Drive from West Elverta Road. Intersection improvements for Earhart Drive and West Elverta Road, which include widening and signalization, are proposed as part of this project.

Location

The Sacramento International Airport (SMF) is located approximately 10 miles northwest of downtown Sacramento. The airport is generally bounded by Power Line Road to the east, Garden Highway to the west, the I-5/Sacramento River to the west and south and West Elverta Road to the north.

## Background

The Sacramento County Department of Airports (SCDA) previously adopted a Master Plan in 2007 for the Sacramento International Airport (SMF). The SMF Master Plan was prepared in order to plan for the future growth of the airport through 2020. The EIR analyzed environmental impacts associated with Phase 1 (near-term 2007-2012) and Phase 2 (near-term 2013-2020) projects (reference Plate NOP-2 for adopted Master Plan projects and phasing). Phase 3 projects, those beyond 2020, were identified; however, they were not generally considered ripe for decision making, and the FEIR did not contain project specific analysis for Phase 3 projects.

The original forecast used to determine possible airport needs assumed a growth rate of approximately 3.5 percent every year over the life of the Master Plan. During this time, an economic recession hit, and the volume of air travel decreased and identified expansion projects were not necessary. However, the most significant project of the Master Plan, Terminal/Concourse B, was completed.

Since 2014, air travel and cargo transportation has increased steadily, prompting SCDA to review the status of the Master Plan and re-evaluate proposed projects identified in the Master Plan and determine project phasing<sup>1</sup>. To ensure SMF continues serving the air transportation and economic development needs of the Sacramento Region, a Master Plan Update has been commissioned to provide a strategic vision for the growth an operation of SMF over the next 20 years and guidance for land use and development decisions on and near the SMF.

The Master Plan Update addresses these changes to ensure the region's aviation needs continue to be met in a feasible and fiscally responsible manner. The Master Plan Update also ensures ongoing SMF development maintains the safe and efficient movement of passengers and products, while being compatible with the surrounding community and environment. In order to identify updates, an aircraft operations forecast was prepared using 2018 as the base year and annual forecasts were prepared for four future demand years – 2023, 2028, 2033, and 2038. The Master Plan Update also include Planning Activity Levels (PALs) used to identify when improvement should be mafe to the airport. These indicators allow for flexibility for improving the airport in the event of unexpected changes in passenger numbers throughput at the airport. In the event there are large changes in the passenger numbers, projects may change from the currently predicted demand year, or PAL, to another. PALs are used to evaluate improvement needs associated with certain activity levels. Many of the updates shift proposed airport projects that have not been completed from current planning phases to future planning phases or PALs.

A comparison of the 2007 Master Plan forecast (2020) with the Master Plan Update forecast (2038) indicates that total passenger enplanements for 2020 will not be met until PAL 2 (2028), and total aircraft operations (flights) identified for 2020 will not be met in the life of the Master Plan Update. Passenger enplanements can increase without an equivalent increase in aircraft operations, because the size and capacity of aircraft continue to increase, i.e., there are more passengers per plane. The prior Final EIR remains adequate for impacts associated with aircraft operations.

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<sup>1</sup> The Master Plan Update has been prepared in accordance with Federal Aviation Administration Advisory Circular 150/5070-6B.

## **ENVIRONMENTAL/LAND USE SETTING:**

Sacramento International Airport is in the 55,000-acre Natomas Basin. Due to its proximity to the Sacramento and American Rivers and the relatively low elevation of the land, this basin has historically been prone to flooding. Reclamation projects over the years have transformed Natomas into a highly productive agricultural area, mostly in rice.

The fenced and developed portion of the airport covers approximately 2,800 acres. This area contains two 8,600-foot-long parallel runways (150-foot-wide) with full-length parallel taxiways and one crossfield taxiway connecting the two runways and the passenger terminal aprons. Two terminal buildings (Terminals A and B) provide a total of 31 gates. The runways and taxiways are designed to accommodate scheduled airline and large cargo aircraft such as the Airbus A330-200 and McDonnell Douglas MD-11F, but under emergency circumstances can handle aircraft as large as the Boeing 747-400. A general aviation (GA) ramp, managed by a Fixed Base Operator provides access to the airport for non-commercial GA operations with space for approximately 50 very small aircraft or a few large aircraft. The Fixed Base Operator also manages a large corporate hanger. Other GA facilities include a Specialized Aviation Service Operator (SASO) providing maintenance to GA aircraft, and three corporate hangars which are rented. Three cargo buildings provide a total of approximately 81,500 square feet of space for integrated cargo carriers and the belly cargo of commercial passenger aircraft operations. SMF provides parking for over 15,000 cars. The airport also has rental car facilities, airline ground support facilities, shuttle bus service areas and a service station.

The remaining 3,200 acres of County property outside the airport operations area (AOA) and terminal complex area is kept in annual grasslands to reduce the potential for conflicts between aircraft and wildlife, or is under cultivation for rice, corn, safflower, and other crops. Land bordering the County property is used primarily for agriculture. Single-family residences are located to the west and south of the airport along Elkhorn Boulevard, Garden Highway, and the Sacramento River, with the closest residences approximately ½ miles from the airport. Immediately east of the airport is Metro Air Park, a commercial and industrial complex intended to serve the airport. Further to the east is north Natomas community in the City of Sacramento. A golf course, the Teal Bend Golf Club, is located immediately west of the airport. The land north of the County property is used for agriculture.

Remnant riparian woodland is located along the Sacramento River to the south and west of the airport, and in patches north of Elverta Road. Trees are also present along old fence lines within and adjacent to the AOA at the southern end of the airport.

An extensive network of drainage and agricultural supply ditches are present throughout the region including the AOA. At present, some of the ditches in the AOA are used to transport irrigation water to agricultural fields off County property. All of the drainage and agricultural supply ditches are hydrologically connected to the Sacramento River to the west and south of the project area.

## **PROBABLE ENVIRONMENTAL EFFECTS/SEIR Focus:**

Preliminary review of the proposed project in comparison with the FEIR indicates that the areas of focus should include: Air Quality, Biological Resources, Climate Change, Cultural Resources, Land Use, Tribal Cultural Resources, and Transportation/Circulation.

### **Air Quality**

The proposed project will increase some airport operations associated with the expanded cargo facility, employee trips and passenger trips. An updated air quality analysis will be completed to identify potentially significant impacts associated with construction and operational emissions.

## **Biological Resources**

The proposed project impact footprint is similar to that analyzed in the Final EIR; however, biological surveys and habitat mapping has been updated since publishing the document. Biological species information and habitat will be updated and analyzed for of the proposed project.

## **Climate Change**

The proposed project will increase some airport operations and introduce a larger cargo facility than originally identified in the prior Final EIR. An updated greenhouse gas analysis will be completed to identify potentially significant impacts associated with construction and operational emissions associated with the expanded cargo facility, employee trips and passenger trips.

## **Cultural Resources**

An update to the cultural resources analysis will be completed and presented in this SEIR. If additional cultural resources are identified, appropriate mitigation will be recommended.

## **Land Use**

Since the time of publishing the Final EIR, a new Airport Land Use Compatibility Plan was adopted by the Sacramento Area Council of Governments (SACOG). This SEIR will largely focus on updating land use compatibility including airport noise contours. Other minor changes to the airport facilities (cargo facility location and size, commercial land uses, etc.) will be analyzed.

## **Tribal Cultural Resources**

Since the time of certification of the Final EIR, Tribal Cultural Resources were added as an environmental impact. This SEIR will complete AB52 consultation with Tribal organizations that have requested consultation with the County. Information from the consultation process will be included in the chapter discussion.

## **Transportation and Circulation**

The proposed project will increase airport operations associated with the expanded cargo facility, employee trips and passenger trips. The Final EIR assessed impacts based on Level of Service (LOS) and now, in this SEIR, impacts will be assessed based on Vehicle Miles Traveled (VMT). A project specific VMT transportation analysis will be completed for the proposed update to the Master Plan.

## **INTENDED USES OF THE SEIR:**

The Sacramento County Board of Supervisors will use the information contained in the SEIR in evaluating the proposed project and rendering a decision to approve or deny the master plan update and proposed cargo facility. The SEIR will serve as an informational document for the general public as well. Responsible agencies may include but not be limited to the Federal Aviation Administration, United States Fish and Wildlife Service, United States Army Corps of Engineers, California Department of Fish and Wildlife, and the Central Valley Regional Water Quality Control Board, Sacramento Municipal Utility District and/or Pacific Gas and Electric.

**Table NOP-1: Master Plan Project Comparison Table**

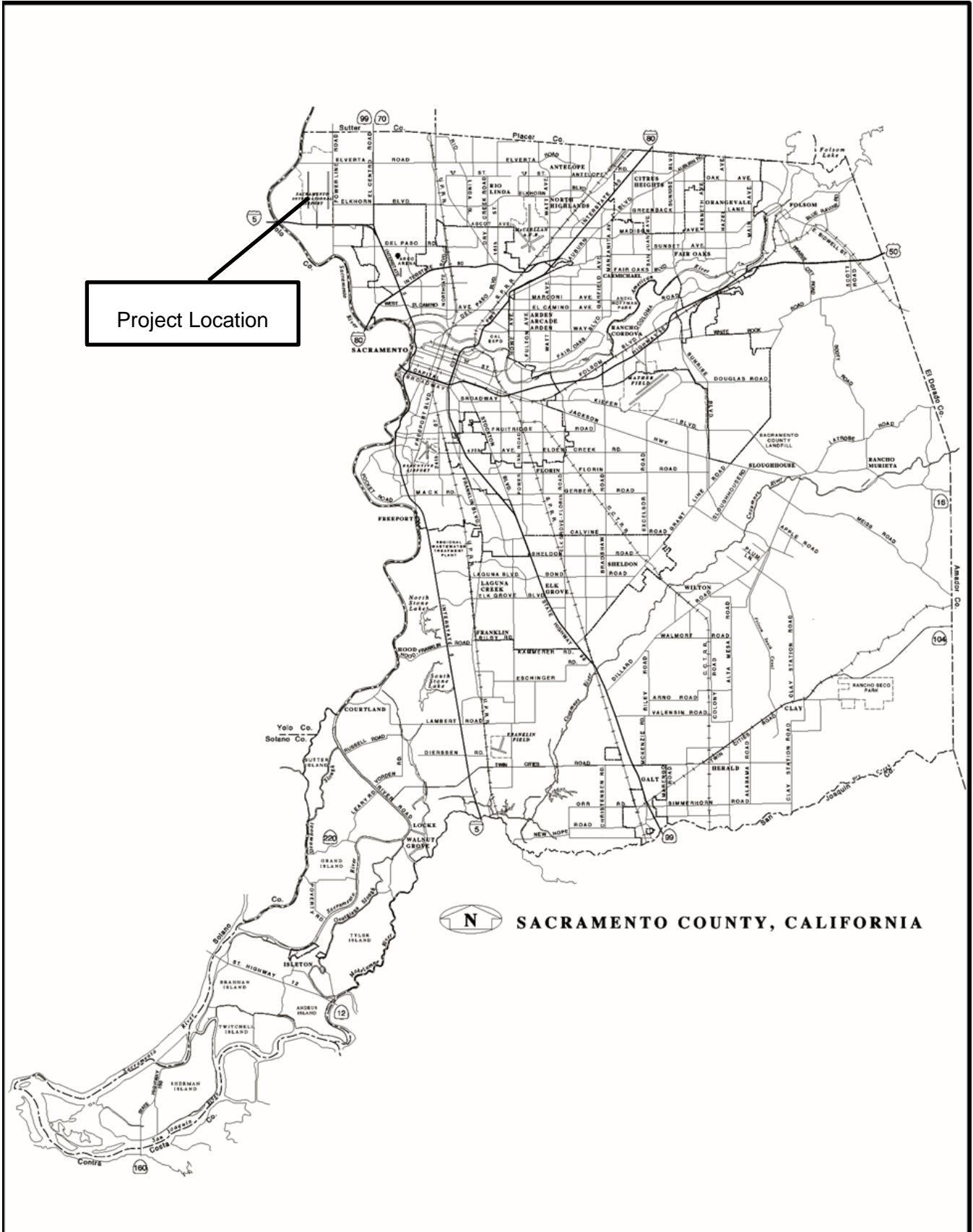
Location		Master Plan Element
2007 EIR Phase 1 (2007-2013)		MPU Notes
Passenger Terminal	New landside passenger terminal (Terminal B), airside concourse (Concourse B; accommodating a total of 23 aircraft gates), aircraft apron, and associated on-airport roadway modifications.	Completed 19 of 23 gates
	Expanded Concourses A and B	No Change
	New Concourse C and Expansion to passenger Terminal B	PAL 2 Relocated adjacent to Concourse B
	Hotel	PAL 4 Location moved to south of Elkhorn Blvd, north of I-5
	Parking Garage	Shifted south to avoid roadway impacts
Airside (including support facilities)	New Taxiway Y (Taxiway W) parallel to existing Taxiway Y and south of Cy Homer Road	Completed
	Full-length parallel Taxiway A rehabilitation	PAL 2
	Taxiway A, holdpads, and high-speed taxiway exits for Runway 16R/34L (west runway)	PAL 3
	New Airport Traffic Control Tower (ATCT) north of Cy Homer Road and west of Earhart Drive	PAL 4
	New airport, airfield, and equipment maintenance buildings north of Cy Homer Road	PAL 2
	General aviation area including corporate hangars, fixed base operator facility, and apron	PAL 2
	Airline maintenance, rehabilitation and overhaul MRO facility	PAL 1, 2, 3
Landside	Expanded rental car parking surface lot between Airport Boulevard and Earhart Drive, and expanded rental car terminal facility east of Airport Boulevard and McNair Circle	Remove
	Elkhorn Boulevard extension from Metro Air Park to Crossfield Drive	No Change
	Employee parking surface lot north of I-5 and west of Airport Boulevard to accommodate 1,500 automobile parking spaces	Complete
	Landscape maintenance area south of the General Aviation area and employee parking lot	No Change
	New remote economy parking and rental car overflow facility to accommodate 13,800 automobile parking spaces south of I-5. Access to I-5 and SMF would be provided with an extension of Airport Boulevard to the parking facility.	Economy parking and over flow moved north of I-5, PAL 2,3 South of I-5, changed to commercial uses (114 acres) and moved to PAL 4
	New ground service equipment maintenance building east of Aviation Drive	Removed

	New community fire station at northwestern corner of Lindbergh Drive and Crossfield Drive. The fire station is to be built by the City of Sacramento Fire Department on County-owned land.	PAL 1
	Expanded flight kitchen facility	Remove
	New shuttle bus maintenance and staging facility east of Aviation Drive	No Change
	Strengthen and overlay Earhart Drive to the existing Elverta Road intersection	No Change
	Widen Cy Homer Road to two lanes	No Change
	Acquire two areas (48 acres and 313 acres) north of I-5 for buffer area and one area (442-460 acres) south of I-5 for aircraft approach protection	Remove
2007 EIR Phase 2 (2014-2020)		MPU Notes
Passenger Terminal	Expand landside Terminal B to create a centralized landside terminal	No Change
	Expand Concourse B to add four gates	Changed to 6 Gates
	Expand Terminal B parking garage	No Change
	Extend Terminal A Concourse piers to accommodate four additional aircraft gates	No Change
Airside (including support facilities)	2,400-foot extension of Runway 16L/34R (east runway) to provide a total runway length of 11,000 feet	PAL 3
	New localizer, Instrument Landing System (ILS) glide slope, and High Intensity Approach Lighting System with Sequenced Flashing Lights (ALSF-2) for new ILS approach to Runway 34R	No Change
	New perpendicular taxiway exits for parallel Taxiway A	PAL 2 Modified to include high speed exits
	New full-length parallel Taxiway E and holding pads	PAL 3
	Runway 16L/34R high-speed taxiway exits	Completed
	New north crossfield Taxiway Z (north of Taxiway W)	No Change
	Additional terminal apron in proximity to Terminal A concourse	In Progress
	New air cargo building and air cargo apron with a taxiway connector to the Runway 34R end	PAL 1 Moved to north and west airfield and expanded, Runway 16R end
	New Aircraft Rescue & Fire Fighting (ARFF) building north of CY Homer Road and west of Earhart Drive	In Progress
	Extension of Cy Homer Road to both existing runways	No Change
Landside	Relocate Elverta Road to avoid Runway 16L Runway Protection Zone (RPZ) and extend Earhart Drive to the relocated Elverta Road	PAL 3
	Clearer signage on Bayou Way between Airport Boulevard and Power Line Road	PAL 1
	Construct new consolidated rental car facility to the	No Change

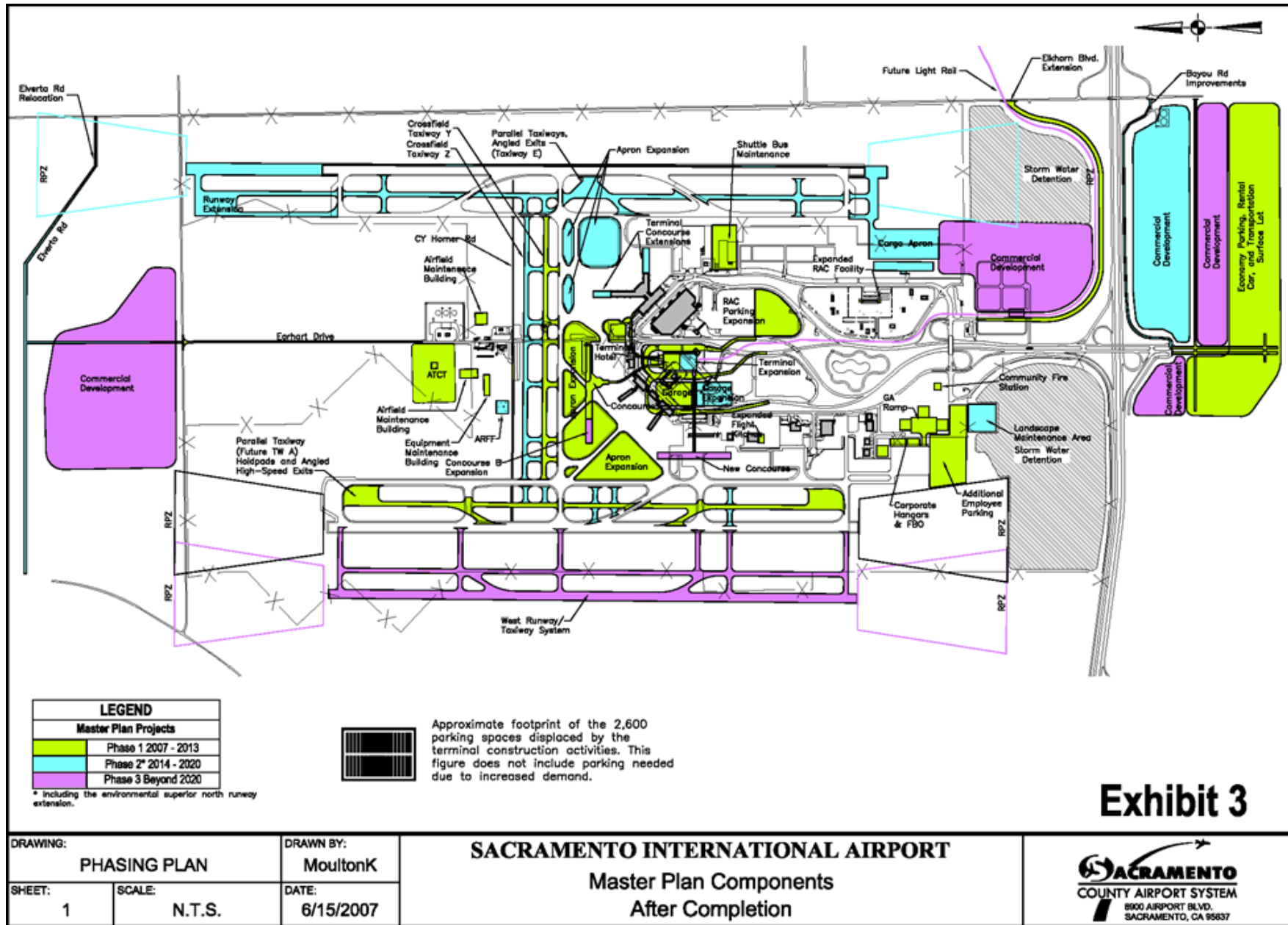
	east of Airport Blvd., west and south of parking garage	
	Commercial development on approximately 79 acres south of I-5	No change
Ditch Modifications	Place ditches within culverts and pipes in RPZ and road areas	No Change
2007 EIR Phase 3 (Beyond 2020)		MPU Notes
Passenger Terminal	New Concourse to serve third runway	PAL 1 New concourse to serve increase in passenger demand
Airside	New 8,600-foot runway parallel to and 1,200 feet west of existing Runway 16R/34L	Remove
Landside	Light rail and/or bus rapid transit service to SMF passenger terminal	No Change
	Commercial development on approximately 77 acres north of I-5 and east of Airport Boulevard, and approximately 135 acres north of existing Elverta Road	No Change to commercial development north of I-5 and development north of existing Elverta Road expanded south to include an additional 189 acres
	South parking lot (within 77 acres commercial development north of I-5)	PAL 3
	Commercial development on approximately 46.5 acres south of I-5	PAL 2



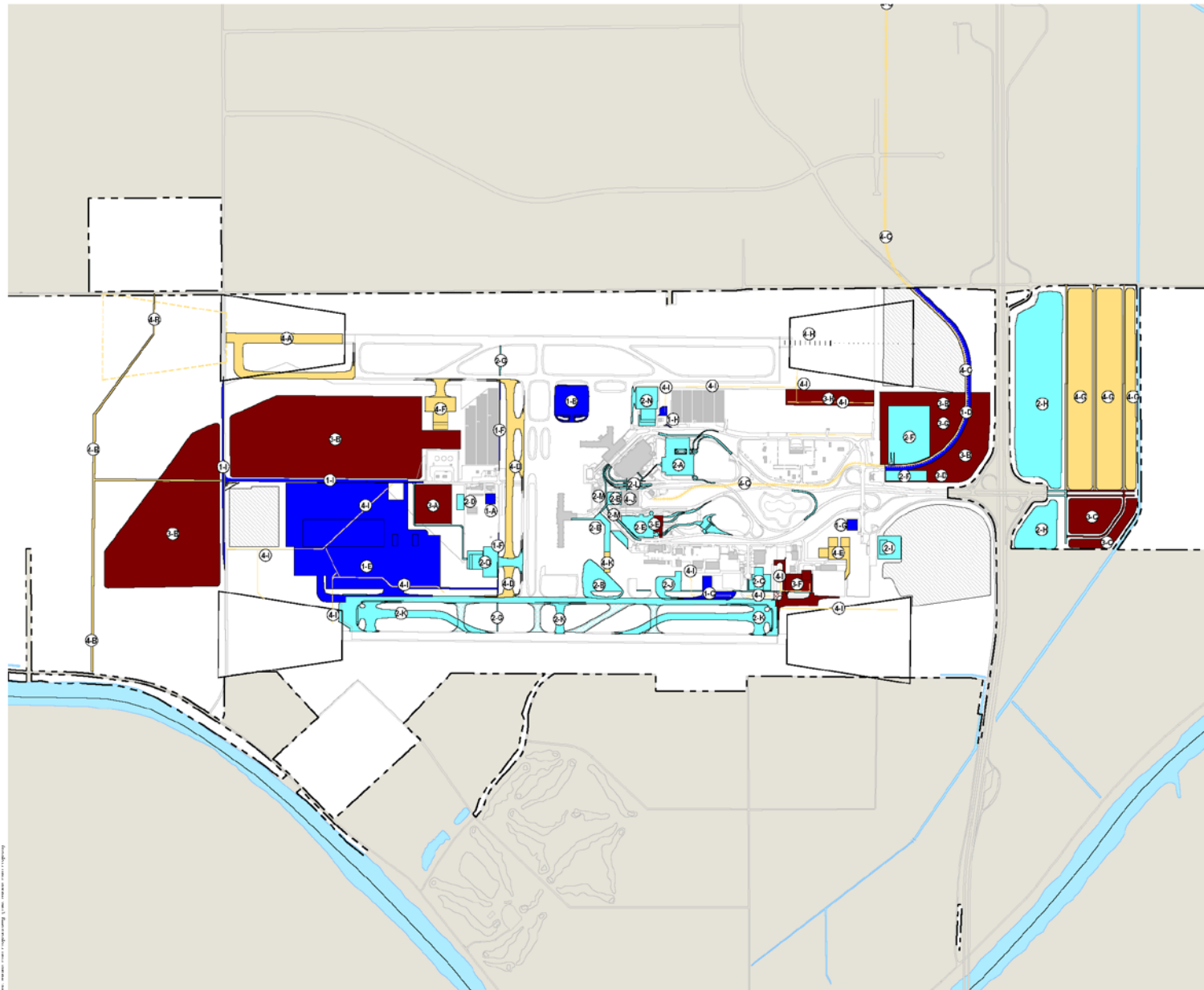
### Plate NOP-1: Project Vicinity Map



## Plate NOP-2: 2004 Master Plan Facilities Phasing Exhibit



# Plate NOP-3: Master Plan Update PALs 1-4



## LEGEND

- AIRPORT PROPERTY LINE
- PAL 1 (7.4M ENPLANEMENTS or APPROX. 2019-2023)
- PAL 2 (8.2M ENPLANEMENTS or APPROX. 2024-2028)
- PAL 3 (9.2M ENPLANEMENTS or APPROX. 2029-2033)
- PAL 4 (10.2M ENPLANEMENTS or APPROX. 2034-2038)
- REMOVAL
- STORM WATER DETENTION
- SACRAMENTO RIVER
- OFF-AIRPORT PROPERTY

## PROPOSED PROJECTS

- |   |  |
|---|--|
| 1 NEW ARFF  | 25 NEW AIR TRAFFIC CONTROL TOWER                           |
| 2 RON APRON   | 26 COMMERCIAL DEVELOPMENT/AIRSIDE DEVELOPMENT (~324 ACRES) |
| 3 CARGO APRON EXPANSION   | 27 COMMERCIAL DEVELOPMENT (~23 ACRES)                      |
| 4 ELKHORN BOULEVARD EXTENSION   | 28 AIRPORT HOTEL (NOT SHOWN)                               |
| 5 NEW CARGO FACILITY  | 29 PARKING GARAGE EXPANSION                                |
| 6 WIDEN AND OVERLAY CY HOMER ROAD   | 30 PHASE 2 GA IMPROVEMENTS                                 |
| 7 CITY OF SACRAMENTO COMMUNITY FIRE STATION                                 | 31 PHASE 2 ECONOMY LOT EXPANSION (SOUTH)                   |
| 8 NEW AIRPORT BUS PARKING LOT   | 32 PHASE 3 ECONOMY LOT EXPANSION (EAST)                    |
| 9 ELVERTA AND EARHART ROADWAY IMPROVEMENTS                                  | 33 RUNWAY EXTENSION 16L/34R TO 11,000FT                    |
| 10 NEW CONRAC   | 34 ELVERTA ROAD RELOCATION                                 |
| 11 TERMINAL B PEDESTRIAN WALKWAY, RELOCATED SSCP, 6-GATE EXPANSION W/ APRON | 35 LIGHT RAIL SERVICE TO SMF                               |
| 12 PHASE 1 GA IMPROVEMENTS  | 36 NEW CROSSFIELD TXV                                      |
| 13 AIRPORT MAINTENANCE EQ. STORAGE  | 37 PHASE 3 GA IMPROVEMENTS                                 |
| 14 NEW PARKING GARAGE   | 38 AIRCRAFT MRO NORTHEAST                                  |
| 15 PHASE 1 ECONOMY LOT EXPANSION  | 39 COMMERCIAL DEVELOPMENT (~114 ACRES)                     |
| 16 CY HOMER ROAD EXTENSION TO BOTH RUNWAYS                                  | 40 NEW ILS FOR RUNWAY 34R                                  |
| 17 COMMERCIAL DEVELOPMENT (~93 ACRES)                                       | 41 CULVERT DITCHES   |
| 18 LANDSCAPE MAINTENANCE BUILDING   | 42 ADD BAGGAGE/TICKETING TO TERMINAL B WITHIN STRUCTURE    |
| 19 AIR CARGO APRON EXPANSION  | 43 TERMINAL B 6-GATE EXPANSION                             |
| 20 TXV A TAXIWAY EXIT RECONFIGURATION AND HOLDING POSITIONS                 |  |
| 21 GROUND TRANSPORTATION CENTER   |  |
| 22 TERMINAL B BYPASS ROADWAY  |  |
| 23 AIRCRAFT MRO EAST  |  |
| 24 AIRCRAFT MRO NORTHWEST   |  |

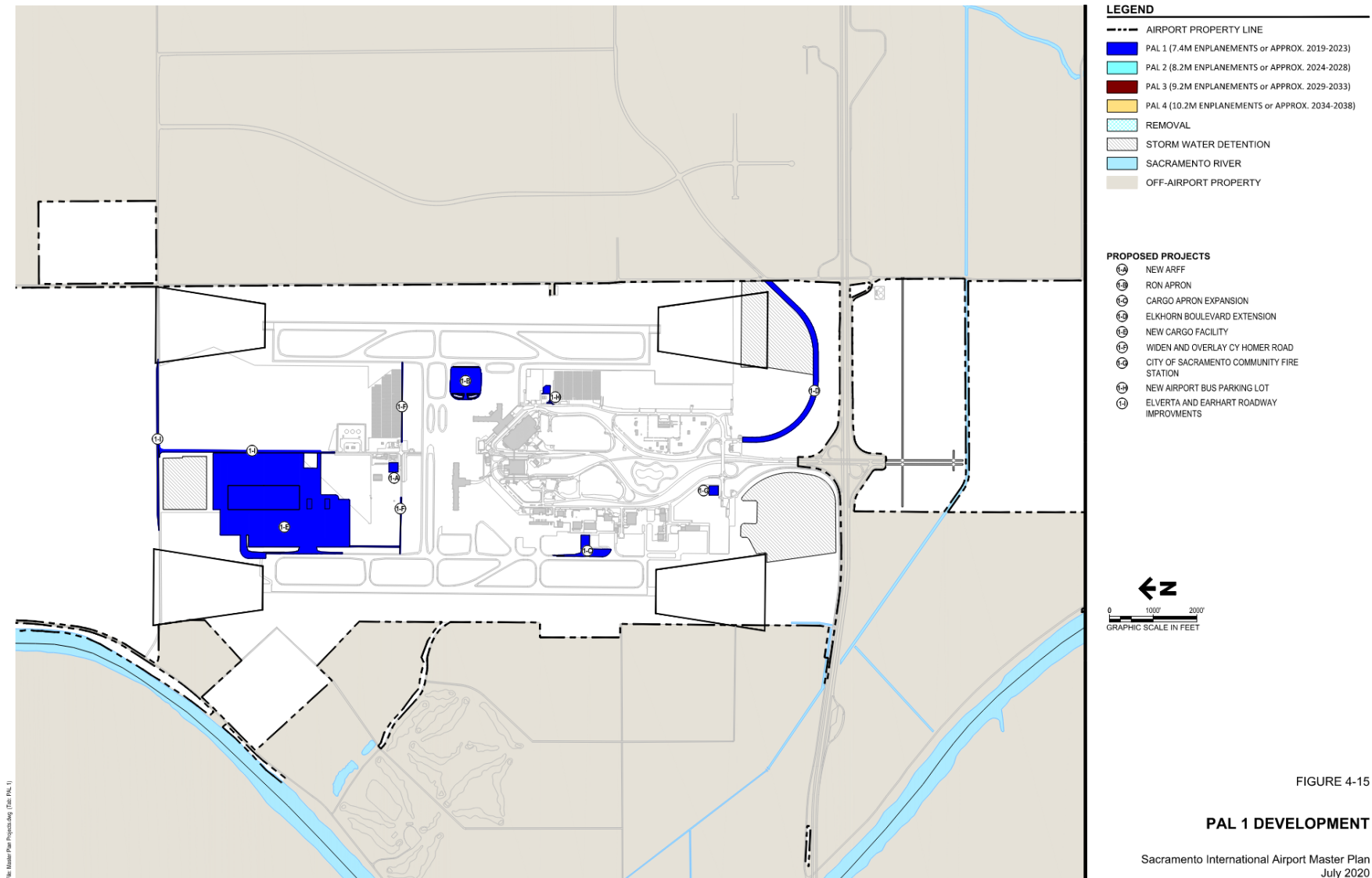


FIGURE 4-14

## MASTER PLAN PROJECTS

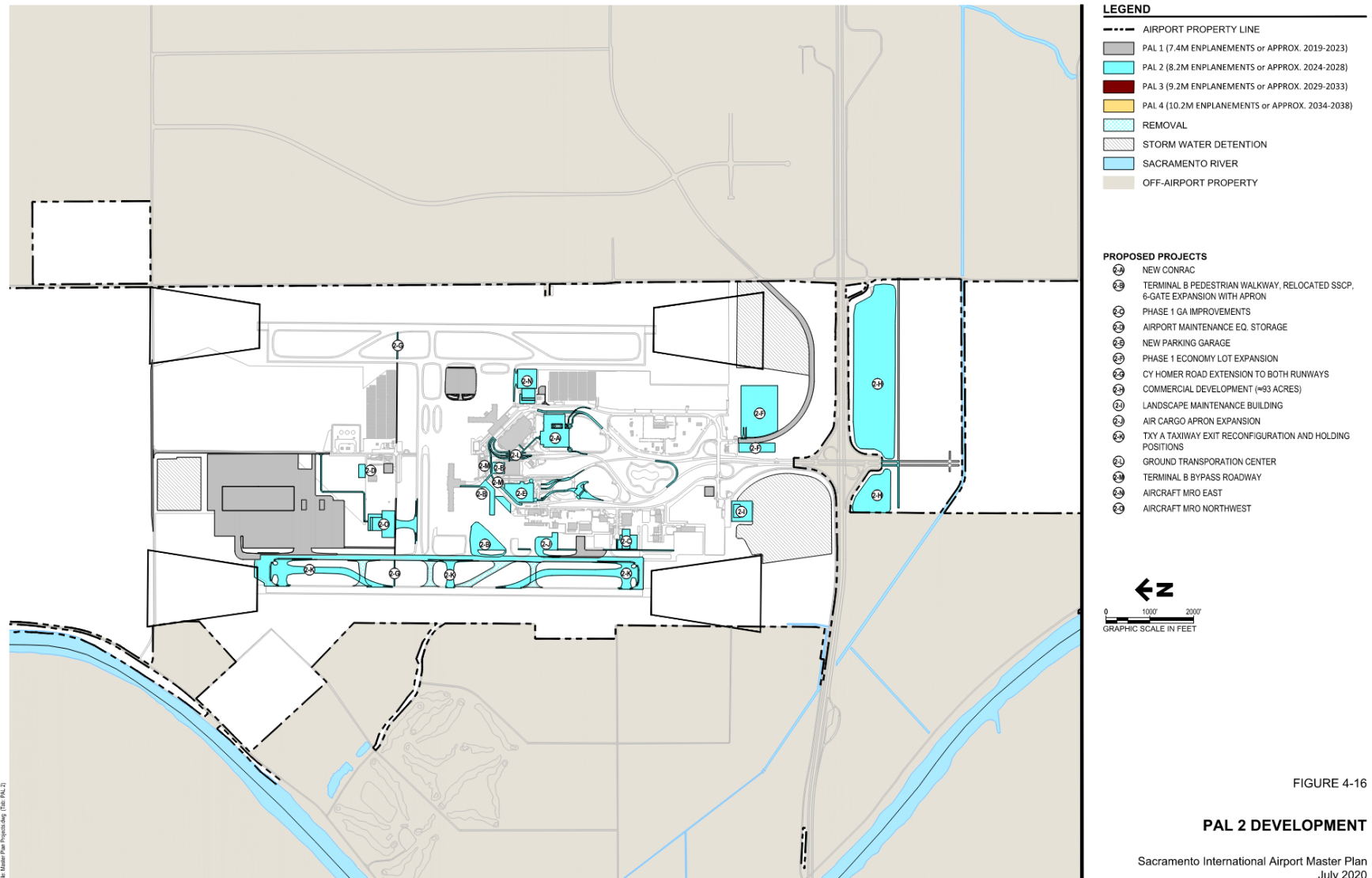
Sacramento International Airport Master Plan  
July 2020

# Plate NOP-4: Master Plan Update PAL 1

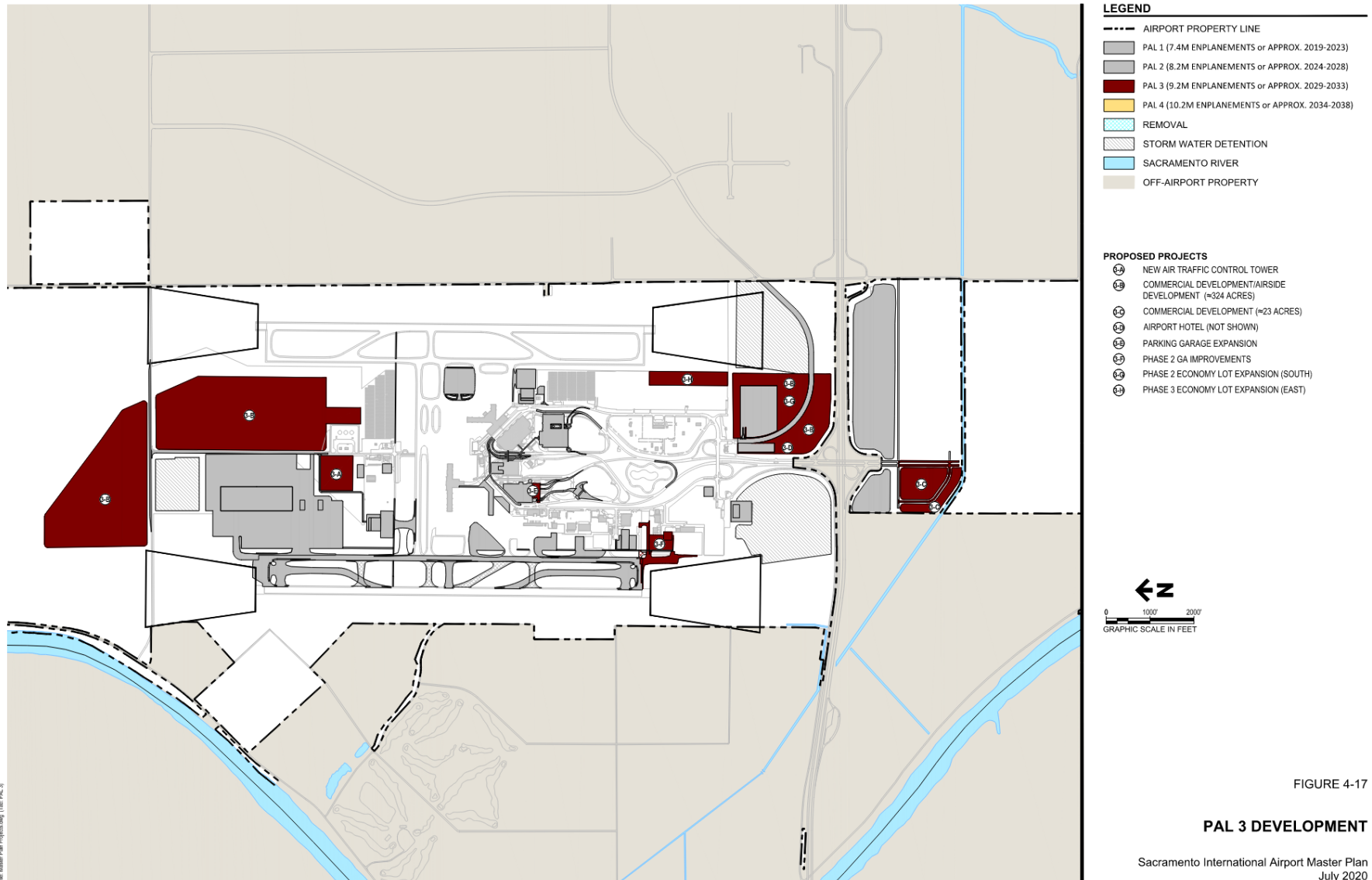




## Plate NOP-5: Master Plan Update PAL 2



## Plate NOP-6: Master Plan Update PAL 3



## Plate NOP-7: Master Plan Update PAL 4

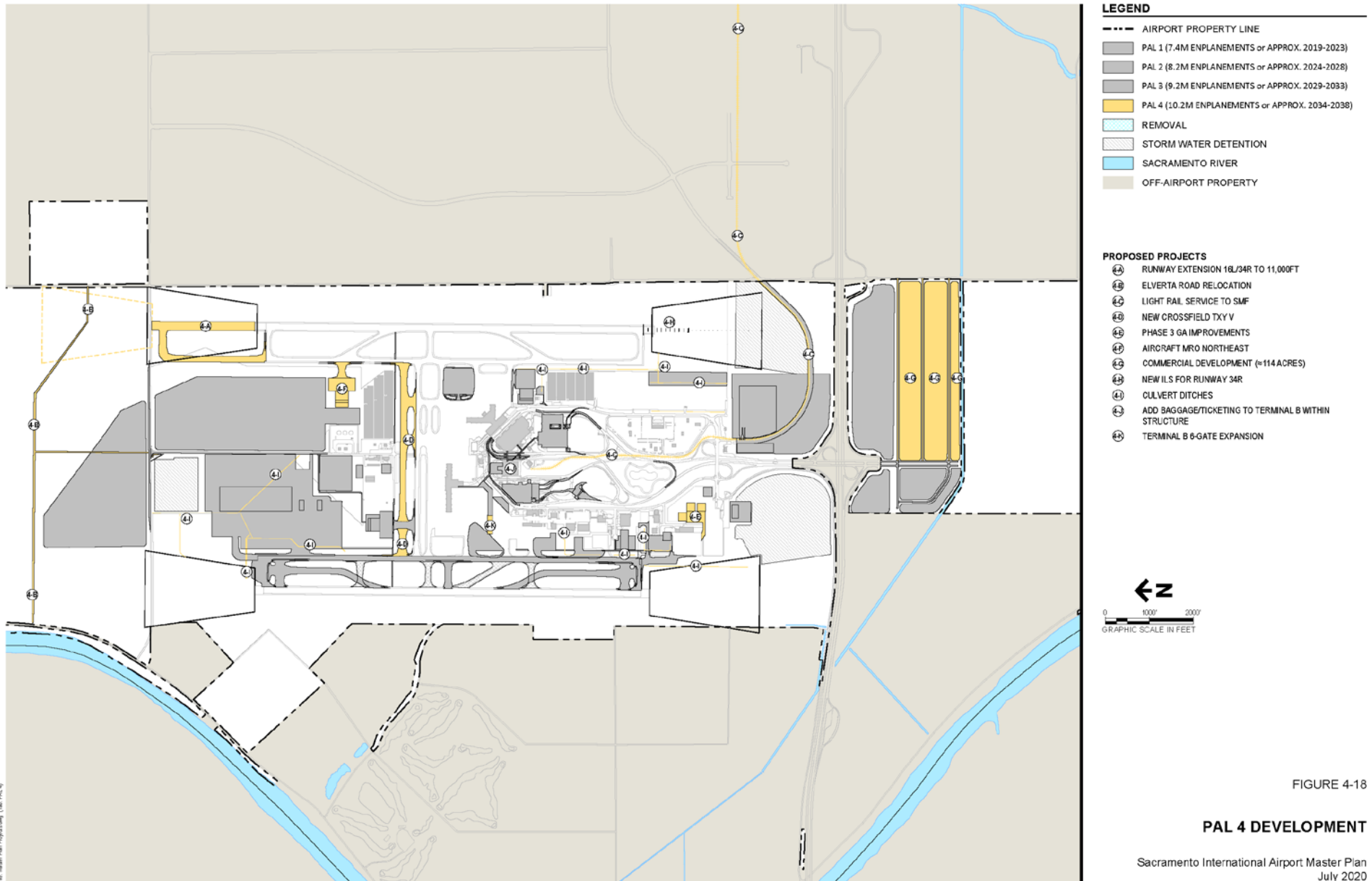
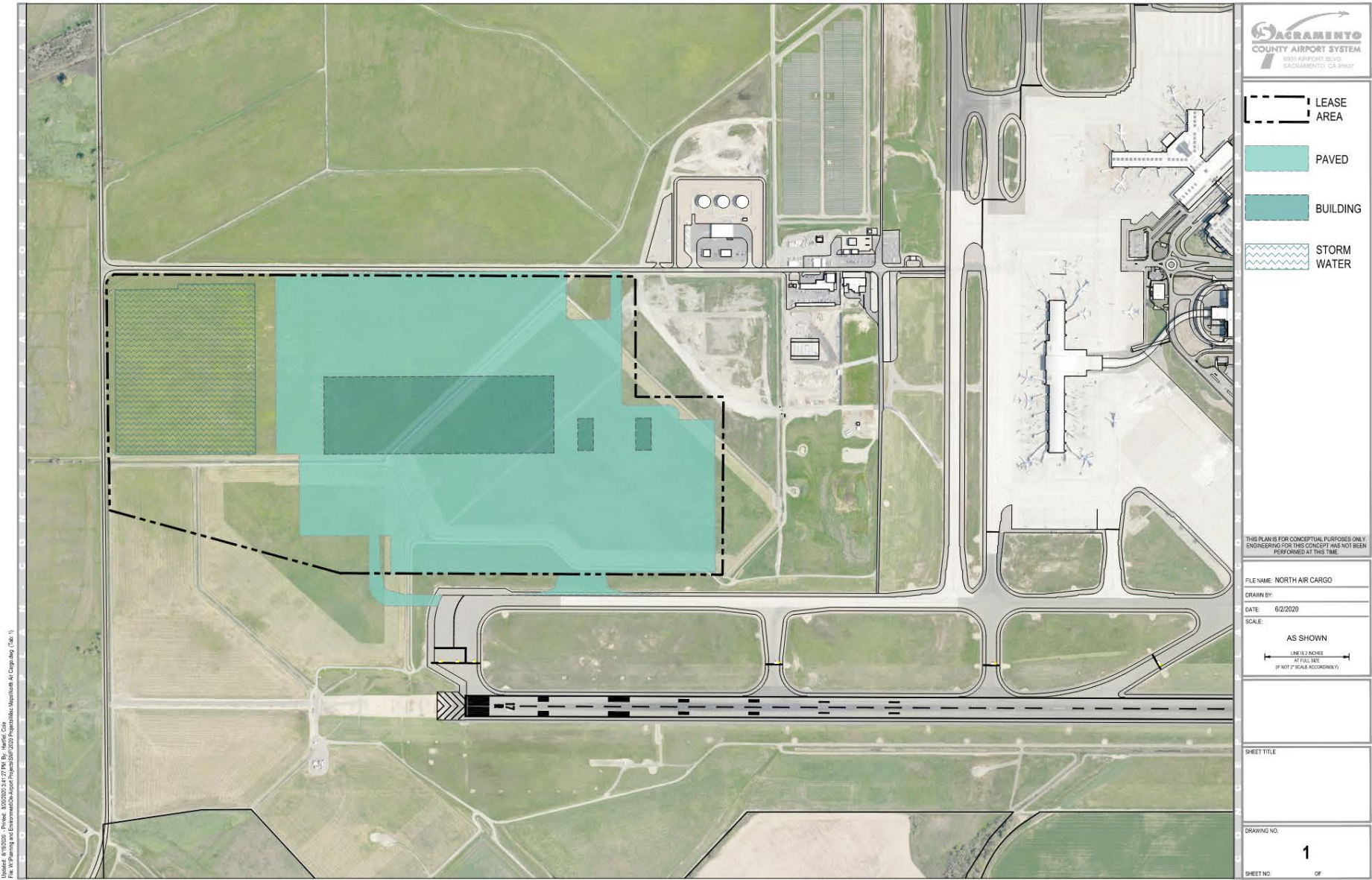




Plate NOP-8: Proposed Cargo Facility Layout



Project: Airport Expansion - Conceptual Design  
File: Airport Expansion - Conceptual Design - Plate NOP-8: Proposed Cargo Facility Layout (Table 1)